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lating to land are widely different from those governing the damages recoverable for breach of a contract relating to personal property."

But this method of treatment deprives the work of value as a systematic and critical contribution to the thought on the subject—however great its value doubtless is as a digest of the English decisions. When all contracts relating to real property are grouped under one classification, and all contracts relating to personal property under another, the division no doubt facilitates the development of real property law and of personal property law. But when the principles for measuring damages in cases dealing with land are allowed to grow up in one watertight compartment of the law, and those for measuring damages in cases dealing with personal property in another, confusion creeps in. It is precisely because of the growth of this confusion that a book on "damages and compensation" ought to break down the barriers between the compartments, bring together, compare and criticise the principles which have grown up piecemeal within each compartment, and develop, if possible, more comprehensive and simpler principles to serve as working tools in all the compartments. Each sub-division of the topic of "damages" should be treated as a whole. In the treatment of that sub-division it may well appear that a somewhat different principle should be used in dealing with realty from that which should be used in dealing with personality. But variations in the principles of damages applicable respectively to realty and to personality are less likely to be purely superfluous, and more likely to be confined to those which serve some purpose other than the confusion of the bar, if a subject like "avoidable consequences", for instance, is treated as a whole, than if it is split up and scattered through some dozen chapters in each of which it is but a part of a different topic.

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BOOKS RECEIVED.

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RAILROAD CAPITALIZATION. By JAMES C. BONBRIGHT. New York: LONGMANS, GREEN & Co. 1920. pp. 206.